IN THE CLAIMS:

1. (Currently amended) A propulsion system comprising:

an airflow inducement mechanism;

a coanda comprising a leading edge and a trailing edge;

a wing comprising a leading edge and a trailing edge; and

a base having a curved surface;

the coanda is located adjacent the airflow inducement mechanism;

the wing is located adjacent the coanda such that there is a gap between the coanda and the wing;

wherein the coanda and wing are mounted above the curved surface so that it defines a passageway between the curved surface and the wing and the coanda such that a first airflow generated by the airflow inducement mechanism flows through the passageway and induces a second airflow through the gap between the coanda and the wing, the second airflow creates a venturi in the passageway causing the velocity and density of the first airflow to increase, the second airflow creates a lift, the lift comprising lift generated by a Bernoulli principle acting on the wing and exits radially outward from the passageway.

2. (Original) A propulsion system as claimed in claim 1, further comprising a moveable flap attached to the trailing edge of the coanda.

3. (Original) A propulsion system as claimed in claim 2, wherein the moveable flap is comprised of a plurality of flaps.

4. (Currently amended) A propulsion system as claimed in claim 1, further comprising a moveable flap attached to the trailing edge of the wing which can redirect the second airflow downward.

5. (Original) A propulsion system as claimed in claim 4, wherein the moveable flap is comprised of a plurality of flaps.

6. (Original) A propulsion system as claimed in claim 1, further comprising a movable flap attached to the trailing edge of the curved surface.

7. (Original) A propulsion system as claimed in claim 6, wherein the moveable flap is comprised of a plurality of flaps.

8. (Original) A propulsion system as claimed in claim 1, wherein the propulsion system is attached to a wheeled conveyance.

9. (Original) A propulsion system as claimed in claim 1, wherein the propulsion system is attached to a watercraft.

10. (Original) A propulsion system as claimed in claim 1, wherein the propulsion system is attached to a hovercraft.

11. (Original) A propulsion system as claimed in claim 1, wherein the propulsion system is rotationally attached to a wheeled conveyance.

12. (Original) A propulsion system as claimed in claim 1, wherein the propulsion system is rotationally attached to a watercraft.

13. (Original) A propulsion system as claimed in claim 1, wherein the propulsion system is rotationally attached to a hovercraft.

14. (Original) A propulsion system as claimed in claim 1, wherein the airflow inducement mechanism is a fan driven by an internal combustion engine.

15. (Original) A propulsion system as claimed in claim 1, wherein the airflow inducement mechanism is a fan driven by an electric motor.

16. (Original) A propulsion system as claimed in claim 1, wherein the airflow inducement mechanism is a fan driven by a hydraulic motor.

17. (Original) A propulsion system as claimed in claim 1, wherein the airflow inducement mechanism is a fan driven by a pneumatic motor.

18. (Currently amended) A propulsion system comprising:

an airflow inducement mechanism;

a coanda comprising a leading edge and a trailing edge;

a wing comprising a leading edge and a trailing edge;

a base having a curved surface with a trailing edge;

one or more flaps attached to the trailing edge of the coanda;

one or more flaps attached to the trailing edge of the wing; and

one or more flaps attached to the trailing edge of the curved surface;

wherein the coanda is located adjacent the airflow inducement mechanism;

the wing is located adjacent the coanda such that there is a gap between the coanda and the wing;

wherein the coanda and wing are mounted above the curved surface so that it defines a passageway between the curved surface and the wing and the coanda such that a first airflow generated by the airflow inducement mechanism flows through the passageway and induces a second airflow through the gap between the coanda and the wing, the second airflow creates a venturi in the passageway causing the velocity and density of the first airflow to increase, the second airflow creates a lift, the lift comprising lift generated by a Bernoulli principle acting on the wing and exits radially outward from the passageway, wherein the flap or flaps on the trailing edge of the wing can redirect the second airflow downward.

19. (Currently amended) A crane comprising:

a generally circular shaped body with a center and a curved surface;

the curved surface having a trailing edge;

an air flow inducement mechanism located above the curved surface at the center of the body;

a coanda extending radially outward from the center of the body and surrounding the airflow inducement mechanism and having an interior surface, an exterior surface, a trailing edge; and

a wing extending radially around the coanda and having a trailing edge;

wherein the coanda and wing are mounted above the curved surface so that it defines a passageway between the curved surface and the wing and the coanda such that a first airflow generated by the airflow inducement mechanism flows through the passageway and induces a second airflow through the gap between the coanda and the wing, the second airflow creates a venturi in the passageway causing the velocity and density of the first airflow to increase, the second airflow creates a lift, the lift comprising lift generated by a Bernoulli principle acting on the wing and exits radially outward from the passageway, wherein the flap or flaps on the trailing edge of the wing can redirect the second airflow downward.

20. (Original) A crane as claimed in claim 19, further comprising a moveable flap attached to the trailing edge of the coanda.

21. (Original) A crane as claimed in claim 20, wherein the moveable flap is comprised of a plurality of flaps.

22. (Original) A crane as claimed in claim 19, further comprising a moveable flap attached to the trailing edge of the wing.

23. (Original) A crane as claimed in claim 22, wherein the moveable flap is comprised of a plurality of flaps.

24. (Original) A crane as claimed in claim 19, wherein the airflow inducement mechanism is a fan driven by an internal combustion engine.

25. (Original) A crane as claimed in claim 19, wherein the airflow inducement mechanism is a fan driven by an electric motor.

26. (Original) A crane as claimed in claim 19, wherein the airflow inducement mechanism is a fan driven by a hydraulic motor.

27. (Original) A crane as claimed in claim 19, wherein the airflow inducement mechanism is a fan driven by a pneumatic motor.

28. (Original) A crane as claimed in claim 19, further comprising a moveable flap attached to the trailing edge of the curved surface.

29. (Original) A crane as claimed in claim 28, wherein the moveable flap is comprised of a plurality of flaps.

30. (Original) A crane as claimed in claim 19, further comprising a bypass between the interior surface of the coanda and the exterior surface of the coanda.

31. (Original) A crane as claimed in claim 30, further comprising a moveable gate located in the bypass.

32. (Original) A crane as claimed in claim 31, wherein the moveable gate is operated by hydraulics.

33. (Original) A crane as claimed in claim 31, wherein the moveable gate is operated by pneumatics.

34. (Original) A crane as claimed in claim 31, wherein the moveable gate is operated by a mechanical linkage.

35. (Currently amended) A crane comprising:

a generally circular shaped body with a center and a curved surface;

an air flow inducement mechanism located above the curved surface at the center of the body;

the curved surface having a trailing edge;

a coanda extending radially outward from the center of the body and surrounding the airflow inducement mechanism and having an interior surface, an exterior surface and a trailing edge;

a wing extending radially around the coanda and having a trailing edge;

one or more flaps moveable attached to the trailing edge of the coanda;

one or more flaps moveable attached to the trailing edge of the wing;

one or more flaps moveably attached to the trailing edge of the curved surface; and

a bypass between the interior surface of the coanda and the exterior surface of the coanda, the bypass having a moveable gate;

wherein the coanda and wing are mounted above the curved surface so that it defines a passageway between the curved surface and the wing and the coanda such that a first airflow generated by the airflow inducement mechanism flows through the passageway and induces a second airflow through the gap between the coanda and the wing, the second airflow creates a venturi in the passageway causing the velocity and density of the first airflow to increase, the second airflow creates a lift, the lift comprising lift generated by a Bernoulli principle acting on the wing and exits radially outward from the passageway or can be directed downward by the flap or flaps on the trailing edge of the wing.